

GHG Target Rules Update Technical Memo #1



Metropolitan GHG Targets Advisory Committee

Meeting #3

August 23, 2016

Background

The following areas were identified to be considered in the target rules update:

1. Individual MPO targets or a single statewide target
2. Targets for the two new MPOs: Albany Area, and Middle Rogue (Grants Pass)
3. Using Statewide Transportation Strategy for future assumptions
4. Targets for interim years between 2035 and 2050
5. 2050 population assumptions (MPO share)
6. How to express targets



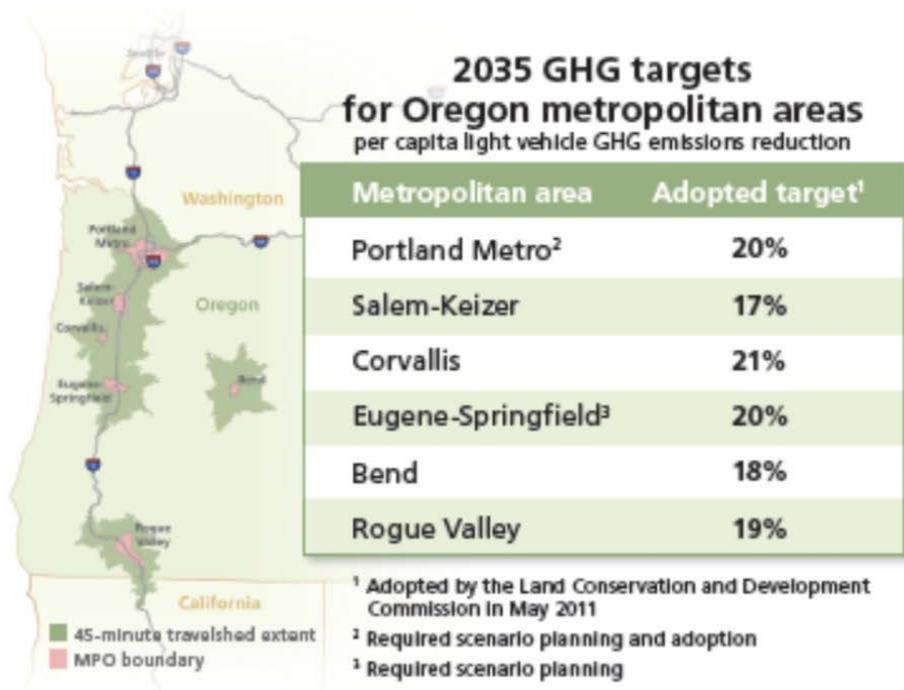
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Distinguishing Targets



Background

- 2009 – HB 2001
- 2010 – SB1059
- 2011 – DLCDC Target Rules

- Differences between the targets resulted from shifting the target reference year from 1990-2005
- Differences also resulted from individualized forecasts of changes in light vehicle emissions rates



Distinguishing Targets

Options for Metropolitan Targets

1. Establish the same target for all metropolitan areas
2. Establish one target for the Portland metropolitan area, and another target for all other metropolitan areas
3. Establish an individual target for each metropolitan area



Distinguishing Targets

Option #1 - Establish the same target for all metropolitan areas



Portland Metro
Salem-Keizer
Corvallis
Eugene-Springfield
Bend
Rogue Valley
Albany Area
Middle Rogue



Distinguishing Targets

Option #1 - Establish the same target for all metropolitan areas

Advantages

- Easiest to implement of the options
- Would result in the simplest rules
- Would avoid the need to establish targets for new MPOs



Distinguishing Targets

Option #1 - Establish the same target for all metropolitan areas

Disadvantages

- Might result in more stringent standards for non-Portland MPOs relative to Option 2
- Preliminary analysis indicates GHG goal could be a few percentage points higher for non-Portland MPOs



Distinguishing Targets

Option #2 - Establish one target for the Portland metropolitan area, and a single target for all other metropolitan areas



{ Portland Metro



{ Salem-Keizer
Corvallis
Eugene-Springfield
Bend
Rogue Valley
Albany Area
Middle Rogue



Distinguishing Targets

Option #2 - Establish one target for the Portland metropolitan area, and a single target for all other metropolitan areas

Advantages

- Relatively easy to implement
- Avoids the need to establish targets for new MPOs
- Accounts for the differences in capabilities between the Portland area and the smaller MPOs
- Could result in targets that are easier for smaller MPOs to achieve



Distinguishing Targets

Option #2 - Establish one target for the Portland metropolitan area, and a single target for all other metropolitan areas

Disadvantages

- Could result in targets that are harder for the Portland metropolitan area to achieve



Distinguishing Targets

Options #3 - Establish an individual target for each metropolitan area

 Portland Metro

 Salem-Keizer

 Corvallis

 Eugene-Springfield

 Bend

 Rogue Valley

 *Albany Area*

 *Middle Rogue*



Distinguishing Targets

Options #3 - Establish an individual target for each metropolitan area

Advantages

- Consistent with existing method

Disadvantages

- More complex rules
- Difficult to implement
- Requires a Strategic Assessment level of effort for each of the eight MPOs



Targets for New MPOs

Background

2011 Target Rules adopted for:

- Portland Metro
- Salem-Keizer
- Corvallis
- Eugene-Springfield
- Bend
- Rogue Valley



2012 Middle Rogue MPO Designated



2013 Albany Area MPO Designated



Targets for New MPOs

Issues:

1. Would excluding these metropolitan areas make much difference to GHG emission reduction?
2. How difficult would it be to set targets for these metropolitan areas?
3. Is it fair to have targets for other metropolitan areas and not these metropolitan areas?



Targets for New MPOs

Issues:

1. Would excluding these metropolitan areas make much difference to GHG emission reduction?
 - Preliminary analysis shows a less than 1% difference
 - Amount of change would be much less than a small change in state or federal policy change



Targets for New MPOs

Issues:

2. How difficult would it be to set targets for these metropolitan areas?
 - If a unified MPO or non-Portland MPO target is selected, not difficult
 - If separated targets are selected:
 - Difficult
 - Require up to a year to implement
 - Require cooperation and staff time from AAMPO/MRMPO staff



Targets for New MPOs

Issues:

3. Is it fair to have targets for other metropolitan areas and not these metropolitan areas?

